

Utah Transportation Data Model

The following sharecode structure was designed, in part, by the Automated Geographic Reference Center (AGRC) to be used for various transportation data projects. A portion of the sharecodes were adopted from the Utah Transportation Data Model created by the Canyon Country Partnership (CCP). *Field definition types are based on the ArcGIS naming convention.

DESCRIPTION	FIELD NAME	TYPE*	LENGTH
Alternative Name	ALT_NAME	Text	10
Label Name	LABEL	Text	50
Name	S_NAME	Text	30
Type of Feature	S_TYPE	Text	4
Alias Name1	ALIAS1	Text	30
Alias1 Feature Type	ALIAS1_TYP	Text	4
Alias Name2	ALIAS2	Text	30
Alias1 Feature Type	ALIAS2_TYP	Text	4
ACS Alias	ACS_ALIAS	Text	8
Prefix Direction	PRE_DIR	Text	2
Suffix Direction	SUF_DIR	Text	2
Left From Address	L_F_ADD	Double	8
Left To Address	L_T_ADD	Double	8
Right From Address	R_F_ADD	Double	8
Right To Address	R_T_ADD	Double	8
Surface Type	S_SURF	Short Integer	2
Surface Type2	S_SURF2	Text	30
Speed Limit	SPD_LMT	Short Integer	2
One Way Direction	ONE_WAY	Short Integer	2
Surface Width	S_SURFWIDT	Short Integer	2
Disturbance Width	S_WIDTH	Short Integer	2
CFCC Code	CFCC	Text	3
Date	S_DATE	Date	8
Accuracy Statement	S_ACCUR	Short Integer	2
Notes	NOTES	Text	50
Source of Data	SOURCE	Text	30
City	CITY	Text	30
County Identifier	CO_UNIQUE	Text	30
Jurisdiction	S_JURIS	Short Integer	2
Jurisdiction Left	JURIS_LEFT	Short Integer	2
Jurisdiction Right	JURIS_RIGHT	Short Integer	2
Zip Code Left	ZIP_LEFT	Long Integer	4
Zip Code Right	ZIP_RGHT	Long Integer	4
Status	STATUS	Text	1
County FIPS Code	S_FIPS	Long Integer	4
Road Classification	CLASS	Text	3
Function	S_FUNC	Short Integer	2
Agency Function	S_AGFUNC	Short Integer	2
Access	S_ACCESS	Text	15
Usage	S_USE	Text	10
Right of Way	S_ROW	Short Integer	2

Flag for Questions	QUES_FLAG	Short Integer	2
Flag for Changes	CHNG_FLAG	Short Integer	2

Alternative Name **ALT_NAME** Text 10 (added for Blue Stakes of Utah by AGRC)

An abbreviation specific to Interstates, US Highways, and State Routes. The following naming convention is specific to the ALT_NAME field only:

Interstates = I-15

US Highways = US 89

State Routes/State Roads/State Highways = SR 9

Label Name **LABEL** Text 50

Comprised of PRE_DIR, S_NAME, S_TYPE, and SUF_DIR concatenated together.

Name **S_NAME** Text 30

The name a road is known by, without prefix or suffix directions or street type included. If a given road is known by more than one name, the word name is put here.

Alias Name1 **ALIAS1** Text 30

Populate when a given road is known by more than one name. For example, in Salt Lake City, Redwood Road is also known as 1700 West and State Route 68. If a road has a word name and a numeric grid coordinate, populate S_NAME with the word name and ACS_ALIAS with the numeric grid coordinate. If the same road also has a highway name, as in the example above, the highway name goes into ALIAS1.

Alias Name2 **ALIAS2** Text 30

Populate when a given road (as in the ALIAS1 example) has yet an additional name, such as a specific county or other jurisdictional name/number. For example, Forest Service road 143 would be "FS143".

Type of Feature **S_TYPE** Text 4

Type of feature as per US Postal Service

Alley - "ALY"	Highway - "HWY"	Ranch - "RNCH"
Avenue - "AVE"	Hollow - "HOLW"	Road - "RD"
Boulevard - "BLVD"	Junction - "JCT"	Route - "RTE"
Circle - "CIR"	Lane - "LN"	Run - "RUN"
Court - "CT"	Loop - "LOOP"	Row - "RW"
Cove - "CV"	Parkway - "PKWY"	Square - "SQ"
Drive - "DR"	Place - "PL"	Street - "ST"
Estate(s) - "EST"(S)	Plaza - "PLZ"	Terrace - "TER"
Expressway - "EXPY"	Point - "PT"	Trail - "TRL"
Freeway - "FWY"	Ramp - "RAMP"	Way - "WAY"

Alias1 Type of Feature **ALIAS1_TYP** Text 4

ALIAS1_TYP is the feature type associated with ALIAS1.

Alias2 Type of Feature **ALIAS2_TYP** Text 4

ALIAS2_TYP is the feature type associated with ALIAS2.

ACS Alias **ASC_ALIAS** Text 8

The numeric grid coordinate alias of a named street, concatenated with the SUF_DIR. For example, in Salt Lake City, the ACS_ALIAS of Broadway would be "300 S".

Prefix Direction **PRE DIR** Text 2

One or two letter abbreviations for directional prefix to a street name: N, S, E, W, NE, NW, SE, or SW. For example, 200 East (north of origin) would have PRE_DIR of "N" and 400 South (west of the origin) would have PRE_DIR of "W".

Suffix Direction **SUF DIR** Text 2

One or two letter abbreviations for directional suffix to a street name: N, S, E, W, NE, NW, SE, or SW. For example, 2100 South would have SUF_DIR of "S" and 1000 East would have SUF_DIR of "E".

Left From Address **L F ADD** Double 8

The beginning of the address range for the left side of the feature: left or right side is based on the topology of the feature as direction of travel is determined by the FROM and TO nodes.

Left To Address **L T ADD** Double 8

The end of the address range for the left side of the feature: left or right side is based on the topology of the feature as direction of travel is determined by the FROM and TO nodes.

Right From Address **R F ADD** Double 8

The beginning of the address range for the right side of the feature: left or right side is based on the topology of the feature as direction of travel is determined by the FROM and TO nodes.

Right To Address **R T ADD** Double 8

The end of the address range for the right side of the feature: left or right side is based on the topology of the feature as direction of travel is determined by the FROM and TO nodes.

Surface Type **S SURF** Short Integer 2Surface Type **S SURF2** Text 30

Use the general categories or the more specific sub categories if greater detailed is desired. The generalized values may be all your agency needs. Values between 100 and 399 are for roads. Values between 400 and 499 are for trails. The difference between a narrow road and wide trail is debatable. Choices here are best guess and clearly subjective. Also, some debate exists whether a track or other unmaintained route is a road. This field is not intended to address administrative issues. It only describes the surface and general type of a road or trail.

100 - PAVED

110 - Paved - concrete

115 - Paved - asphalt

120 - Paved - composite (ex. chip seal, tar sand)

200 - IMPROVED (suggests some form of maintenance and/or surfacing other than pavement)

210 - Improved - aggregate/gravel undifferentiated (ex. gravel, pit run, or crushed aggregate)

211 - Improved - crushed aggregate (no specifications identified)

212 - Improved - specified aggregate (crushed to some specification)

213 - Improved - pit run (taken from a borrow pit as is)

220 - Improved - chemical treatment undifferentiated (enzyme, oil, mag chloride, etc)

221 - Improved - oiled (different from paved - composite in that the surfacing is still represents unconsolidated materials)

222 - Improved - enzyme

223 - Improved - mag chloride

300 - NATIVE

310 - Unimproved high clearance (rugged roads on native materials; usually requiring high clearance vehicles)

- 320 - Maintained native materials
- 400 - TRAILS undifferentiated
- 410 - paved trail
- 420 - gravel or aggregate trail
- 430 - native materials trail
- 440 - rugged trail (rough trail on native materials in rugged terrain)
- 999 - Undefined

Speed Limit **SPD_LMT** Short Integer 2

The speed limit of the road.

One Way Direction **ONE_WAY** Short Integer 2

0 = two way travel and is the default

1 = one way travel in the direction of the arc, from_node to to_node

2 = one way travel in the opposite direction of the arc, to_node to from_node

If an arc needs to be "flipped", in order to be moving away from the grid origin (0,0), this should be done before the arc's one-way direction is assigned.

Surface Width **S_SURFWIDT** Short Integer 2

Width of traveled surface in feet. If the feature is paved or otherwise improved, (concrete, asphalt, graveled, oiled, etc) the dimension from outer edge to outer edge of pavement or improved surface. This means "white line to white line." If the feature is of native materials, the dimension measured from outer edge to outer edge of the traveled surface. In the case of a 'two track' the measured dimension of outer edge to outer edge of the tracks. The same would hold true for a trail: the measured width, edge to edge of the traveled surface.

Disturbance Width **S_WIDTH** Short Integer 2

The S_WIDTH field provides for numeric width estimates defined as the width of disturbance. This will provide for a maximum value of 9999 feet. For paved features this means "toe-of-curb to toe-of-curb." For paved features without curbs this means "edge-of-oil to edge-of-oil." For unpaved features this means "berm to berm." At one time, the S_SURF code implied width. Too many variations and lack of definitions led to the addition of the S_WIDTH field. The S_SURF code still generally distinguishes between roads and trails, but this field can be used to define the 'gray areas' once adequate definitions become available. Be accurate enough to estimate the vehicle width limitations of the route. For example, a trail with a width of 3 feet would not be suitable for four wheeled vehicles. An estimate of +/- 2 feet would not be adequate in this case.

CFCC Code **CFCC** Text 3

A census feature class code (CFCC) is used to identify the most noticeable characteristic of a feature. The CFCC is applied only once to a chain or landmark with preference given to classifications that cover features that are visible to an observer and a part of the ground transportation network. Thus, a road that also is the boundary of a town would have a CFCC describing its road characteristics, not its boundary characteristics. The CFCC is a three-character code. The first character is a letter describing the feature class; the second character is a number describing the major category; and the third character is a number describing the minor category.

The following descriptions were downloaded from:

http://www.ar.utexas.edu/Courses/parmenter/gis/arcgis_tips/census2000/CFCC_desc.htm

Feature Class A, Road

The term divided refers to a road with opposing traffic lanes separated by any size median, and separated to refer to lanes that are represented in the database as two distinct complete chains.

A1: Primary Highway With Limited Access

Interstate Highways and some toll highways are in this category and are distinguished by the presence of interchanges. These highways are accessed by way of ramps and have multiple lanes of traffic. The opposing traffic lanes are divided by a median strip. If these opposing traffic lanes appear as two distinct lines in the database, the road is called separated.

- A11 Primary road with limited access or interstate highway, unseparated
- A12 Primary road with limited access or interstate highway, unseparated, in tunnel
- A13 Primary road with limited access or interstate highway, unseparated, underpassing
- A14 Primary road with limited access or interstate highway, unseparated, with rail line in center
- A15 Primary road with limited access or interstate highway, separated
- A16 Primary road with limited access or interstate highway, separated, in tunnel
- A17 Primary road with limited access or interstate highway, separated, underpassing
- A18 Primary road with limited access or interstate highway, separated, with rail line in center

A2: Primary Road Without Limited Access

This category includes nationally and regionally important highways that do not have limited access as required by category A1. It consists mainly of US highways, but may include some state highways and county highways that connect cities and larger towns. A road in this category must be hard surfaced (concrete or asphalt). It has intersections with other roads, may be divided or undivided, and have multi-lane or single-lane characteristics.

- A21 Primary road without limited access, US highways, unseparated
- A22 Primary road without limited access, US highways, unseparated, in tunnel
- A23 Primary road without limited access, US highways, unseparated, underpassing
- A24 Primary road without limited access, US highways, unseparated, with rail line in center
- A25 Primary road without limited access, US highways, separated
- A26 Primary road without limited access, US highways, separated, in tunnel
- A27 Primary road without limited access, US highways, separated, underpassing
- A28 Primary road without limited access, US highways, separated, with rail line in center

A3: Secondary and Connecting Road

This category includes mostly state highways, but may include some county highways that connect smaller towns, subdivisions, and neighborhoods. The roads in this category generally are smaller than roads in Category A2, must be hard-surface (concrete or asphalt), and are usually undivided with single-lane characteristics. These roads usually have a local name along with a route number and intersect with many other roads and driveways.

- A31 Secondary and connecting road, state highways, unseparated
- A32 Secondary and connecting road, state highways, unseparated, in tunnel
- A33 Secondary and connecting road, state highways, unseparated, underpassing
- A34 Secondary and connecting road, state highways, unseparated, with rail line in center
- A35 Secondary and connecting road, state highways, separated
- A36 Secondary and connecting road, state highways, separated, in tunnel
- A37 Secondary and connecting road, state and county highways, separated, underpassing
- A38 Secondary and connecting road, state and county highway, separated, with rail line in center

A4: Local, Neighborhood, and Rural Road

A road in this category is used for local traffic and usually has a single lane of traffic in each direction. In an urban area, this is a neighborhood road and street that is not a thoroughfare belonging in categories A2 or A3. In a rural area, this is a short-distance road connecting the smallest towns; the road may or may not have a state or county route number. Scenic park roads, unimproved or unpaved roads, and industrial roads are included in this category. Most roads in the Nation are classified as A4 roads.

- A41 Local, neighborhood, and rural road, city street, unseparated
- A42 Local, neighborhood, and rural road, city street, unseparated, in tunnel

- A43 Local, neighborhood, and rural road, city street, unseparated, underpassing
- A44 Local, neighborhood, and rural road, city street, unseparated, with rail line in center
- A45 Local, neighborhood, and rural road, city street, separated
- A46 Local, neighborhood, and rural road, city street, separated, in tunnel
- A47 Local, neighborhood, and rural road, city street, separated, underpassing
- A48 Local, neighborhood, and rural road, city street, separated, with rail line in center

The following categories, A5, A6, and A7, will be used only infrequently if at all.

A5: Vehicular Trail

A road in this category is usable only by four-wheel drive vehicles, is usually a one-lane dirt trail, and is found almost exclusively in very rural areas. Sometimes the road is called a fire road or logging road and may include an abandoned railroad grade where the tracks have been removed. Minor, unpaved roads usable by ordinary cars and trucks belong in category A4, not A5.

- A51 Vehicular trail, road passable only by 4WD vehicle, unseparated
- A52 Vehicular trail, road passable only by 4WD vehicle, unseparated, in tunnel
- A53 Vehicular trail, road passable only by 4WD vehicle, unseparated, underpassing

A6: Road with Special Characteristics

This category includes roads, portions of a road, intersections of a road, or the ends of a road that are parts of the vehicular highway system and have separately identifiable characteristics.

- A60 Special road feature, major category used when the minor category could not be determined
- A61 Cul-de-sac, the closed end of a road that forms a loop or turn-around
- A62 Traffic circle, the portion of a road or intersection of roads forming a roundabout
- A63 Access ramp, the portion of a road that forms a cloverleaf or limited-access interchange
- A64 Service drive, the road or portion of a road that provides access to businesses, facilities, and rest areas along a limited-access highway; this frontage road may intersect other roads and be named
- A65 Ferry crossing, the representation of a route over water that connects roads on opposite shores; used by ships carrying automobiles or people

A7: Road as Other Thoroughfare

A road in this category is not part of the vehicular highway system. It is used by bicyclists or pedestrians, and is typically inaccessible to mainstream motor traffic except for private owner and service vehicles. This category includes foot and hiking trails located on park and forest land, as well as stairs or walkways that follow a road right-of-way and have names similar to road names.

- A70 Other thoroughfare, major category used when the minor category could not be determined
- A71 Walkway or trail for pedestrians, usually unnamed
- A72 Stairway, stepped road for pedestrians, usually unnamed
- A73 Alley, road for service vehicles, usually unnamed, located at the rear of buildings and property
- A74 Driveway or service road, usually privately owned and unnamed, used as access to residences, trailer parks, and apartment complexes, or as access to logging areas, oil rigs, ranches, farms, and park lands

Date S DATE Date 8

Standard date format of mmddyyyy indicating the date when the data was created, collected, modified, or updated. This is easily obtained when using a GPS to gather data in the field.

Accuracy Statement S ACCUR Short Integer 2

This field describes the methodology and/or precision used to capture the data.

0 - no precision data exists for this feature

9 - The feature was entered using COGO or survey accurate data of centimeter accuracy. [Added 2-2-00]

- 10 - The feature was entered using post-processed GPS map grade data of sub-meter to 1.5-meter accuracy.
- 12 - for the Address Geocoding Project, we have assigned this code to data that was GPS'd but NOT post-processed (as opposed to code 10)
- 11 - The feature was entered using COGO or survey accurate data that was rubber-sheeted to a base map.
- 21 - The feature was digitized from an original engineering or architectural scaled drawing on vellum.
- 30 - The feature was entered as part of the original aerial base map creation process.
- 31 - The feature was digitized from an original engineering or architectural scaled drawing on paper.
- 41 - The feature was digitized from a copy of an engineering or architectural scaled drawing. Use this code for data captured by digitizing from a USGS quadrangle.
- 50 - The feature was collected from a digital orthophoto/drawing file.
- 51 - The feature was collected from a digital orthophoto/drawing file and rubber-sheeted to a base map.
- 61 - The feature was digitized from a rectified aerial photograph.
- 70 - The feature was entered based on data that was collected in the field (not surveyed).
- 71 - The feature was entered based on data that was collected in the field (not surveyed) and rubber-sheeted to a base map.
- 81 - The feature was digitized from aerial photos (not rectified).
- 90 - The feature was entered based on "best guess" data.

Notes **NOTES** Text 50

Comments that need to be recorded while performing GPS data collection or editing a data set.

Source of Data **SOURCE** Text 30

For E911 purposes, use the following:

AGRC-GPS = Data GPS'd by AGRC

AGRC-DOQ = Data DOQ corrected (digitized) by AGRC

COUNTY = Data collected by County (include additional and pertinent detail if available)

OTHER = Specify how data was derived

TIGER = Data derived from US Census Bureau TIGER files

For all features from the SGID.U024.RoadsDLG1985 layer, use:

SGID = State Geographic Information Database **UNLESS** the following detail is available:

DLG = Data derived from USGS Digital Line Graph files - USGS 7.5 Topo Maps

CFF = Data derived from USFS Cartographic Feature Files - USGS 7.5 Topo Maps

CFF99 = Data derived from USFS Cartographic Feature Files - USGS 7.5 Topo Maps (1999 revisions)

CFF-CORR = Corrected data derived from USFS Cartographic Feature Files - USGS 7.5 Topo Maps

City **CITY** Text 30

The city limits in which a feature is located.

County Identifier **CO_UNIQUE** Text 30

An approach to uniquely identify a feature. Many counties currently have their own methodology or schema with which to identify features. For example, a Parcel-ID may have embedded within it coding that tells the Section, Township and Range the parcel is located in. This approach can easily be adapted to linear features such as roads and trails. On a purely conceptual basis, the CO_UNIQUE is populated with as much or as little information as defined by the individual county. For example, at least one county has developed a countywide grid system, and the grid-cell identification number of the cell a given road is in would in part populate the CO_UNIQUE field. A very simple approach to populating the CO_UNIQUE would be to use the database record number for the feature itself.

Jurisdiction **S JURIS** Short Integer 2

Defines who owns or maintains a particular road. This field could be generalized to avoid splitting arcs. The field has been revised to generally match the data structure of the CCP surface ownership codes. Jurisdiction in

combination with State and County codes from the Unique Identifier can be used to identify specific county jurisdictions.

100 - FEDERAL

- 110 - BLM (Bureau of Land Management)
- 120 - USFS (United States Forest Service)
- 130 - NPS (National Park Service)
- 140 - DOD (Department of Defense), Military or COE
- 150 - BIA (Bureau of Indian Affairs)
- 160 - USFW (United States Fish and Wildlife Service)

200 - STATE

- 210 - State Department of Transportation
- 211 - State Toll
- 220 - State Park

300 - COUNTY

- 310 - County Class B
- 320 - County Class D

400 - CITY (not differentiated between city, municipality, town, etc.)

- 410 - City Class C

500 - PRIVATE

600 - NATIVE AMERICAN

- 610 - Native American Sovereign Nation (ex. Navajo Nation)

700 - Disputed

999 - Unknown

Jurisdiction Left **JURIS_LEFT** Short Integer 2

Jurisdiction Right **JURIS_RIGHT** Short Integer 2

These alternate fields are populated instead of S_JURIS when the feature in question serves as a boundary between different jurisdictions, such that S_JURIS is different from one side of the feature to the other. If a feature is fully contained within a jurisdiction, then only S_JURIS is populated. The fields JURIS_LEFT and JURIS_RGHT are used only when needed and then must both be populated.

Zip Code Left **ZIP_LEFT** Long Integer 4

Zip Code Right **ZIP_RGHT** Long Integer 4

Both the ZIP_LEFT and ZIP_RGHT must be populated with the same zip code when the feature is fully contained within that zip code's area. When the feature serves as a boundary between different zip codes, ZIP_LEFT and ZIP_RGHT should be populated accordingly.

Status **S STATUS** Text 1

The purpose of this field is to distinguish proposed routes from existing ones. It is unclear how the retired status will be used. It suggests that arcs are never removed because they represent abandoned routes tracked for historical purposes.

P = Proposed

A = Active

R = Retired

FIPS Code S FIPS Long Integer 4

The FIPS code for Utah is 49 and county codes are as follows:

49001 - Beaver	49021 - Iron	49041 - Sevier
49003 - Box Elder	49023 - Juab	49043 - Summit
49005 - Cache	49025 - Kane	49045 - Tooele
49007 - Carbon	49027 - Millard	49047 - Uintah
49009 - Daggett	49029 - Morgan	49049 - Utah
49011 - Davis	49031 - Piute	49051 - Wasatch
49013 - Duchesne	49033 - Rich	49053 - Washington
49015 - Emery	49035 - Salt Lake	49055 - Wayne
49017 - Garfield	49037 - San Juan	49057 - Weber
49019 - Grand	49039 - Sanpete	

Road Classification CLASS Text 3

A = Federal or State maintained roads

B = County maintained roads

C = City maintained roads

D = other

Function S FUNC Short Integer 2

These definitions were provided by the Utah Department of Transportation and based upon guidelines established by the Federal Department of Transportation. The NDSI Ground Transportation Subcommittee provides their definitions. For now, the following definitions from Maricopa County, Arizona can be used. The term Urban is used in areas with a population of 5,000 or more. Functional class as shown here is from a statewide view.

- 1 - Rural Interstate
- 2 - Rural Principal Arterial
- 6 - Rural Minor Arterial
- 7 - Rural Major Collector
- 8 - Rural Minor Collector
- 9 - Rural Local
- 10 - Rural Trail
- 11 - Urban Interstate
- 12 - Urban Expressway
- 14 - Urban Principal Arterial
- 16 - Urban Minor Arterial
- 17 - Urban Collector
- 19 - Urban Local
- 20 - Urban Trail

Agency Function S AGFUNC Short Integer 2

In testing the above functional class, we found that it didn't address local transportation management needs. For example, most roads on a Forest or State park may have a share function of 9 but serve as an arterial or collector in the local transportation system. This optional field was added to give each jurisdiction the ability to further define their data. The field was designed to meet local needs and is acceptable to use local definitions for these values.

- 10 - Arterial
- 20 - Collector
- 30 - Local

35 - Resource or special use, ie. a national park service road
 40 - Trail

Access **S ACCESS** Text 15

This field defines access restrictions. *Contact Jurisdictional entity for specifics.

1 - Open - no special limitations or closures.

2 - Limited - prohibited activities or condition for closure. Put limitations in alpha order if more than one limitation applies.

A - ATV

J - 4X4 (ex. Jeep)

S - seasonal snow closure*

B - bicycle (see also mechanized)

K - skate boards

T - 2 wheel drive (sedan)

C - seasonal wildlife closure*

L - snow machines

U - vehicle size (unspecified)*

D - dogs

M - motorized vehicles

V - vehicle weight*

E - equestrian

N -

W - vehicle height*

D - short term weather closure*
 (ex. known flash flood area)

O -

X - vehicle length*

G - private

P - pedestrians and hikers

Y -

H - snowshoes

Q -

Z - mechanized (ex. bicycle,
 roller blades, skateboards)

I - skiers

R - roller blades

3 - Closed

D - Administrative use only

R - To be reclaimed

4 - Abandoned

5 - Disputed

99 - Unknown

Usage **S USE** Text 10

Identifies primary use or management objective of a road or trail, not restrictions. The usage code is to be applied to roads and trails that have specific management objectives. It does not need to be applied to every road and trail. This item is a handy attribute when creating a use map such as snowmobile, hiking or other recreation uses.

A - ATV

B - bicycling (bike trail) - see also m

C - motorcycle

E - equestrian/horseback riding

F - foot/hiking

H - handicap accessible

I - interpretive

K - cross country skiing

O - OHV

M - mountain biking

S - snowmobile

Right of Way **S ROW** Short Integer 2

This item reflects the type of Right of Way associated with the feature. The values here pertain to the State of Utah and may or may not apply in other states.

- 1 - Deeded: The Right of Way has been deeded and recorded as real property
- 2 - Prescriptive: Utah Code 72-5-104 states, "A highway shall be deemed to have been dedicated and abandoned to the use of the public when it has been continuously used as a public thoroughfare for a period of ten years."
- 3 - Federal Land Policy Management Act (FLPMA)/Title 5
- 4 - RS2477
- 5 - Other

Flag for Questions **QUES FLAG** Short Integer 2

This field is used to flag features where questions should be addressed to the data provider, county, or local government.

Flag for Changes **CHNG FLAG** Short Integer 2

This field is used to flag features where AGRC has made changes to the original data received. After the revised data set is returned to the provider, this item identifies data that has been changed and the codes describe the types of change(s) that were made.